

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1029

IN THE MATTER OF:

Served March 24, 1970

Joint Application of D. C.)	Application No. 605
Transit System, Inc., and)	
W. V. & M. Coach Company,)	
Inc., for Authority to)	
Abandon Route X-4.)	
Application of D. C. Transit)	Application No. 606
System, Inc., for Route)	
Authorization to Add its)	Docket No. 210
Routes Y-1 and Y-7.)	

In Application No. 605, filed January 29, 1970, D. C. Transit System, Inc. (Transit) and the Washington, Virginia and Maryland Coach Company, Inc. (W. V. & M.) seek authority to abandon Route X-4, the Silver Rocket, on the ground that the through service between Virginia, the District of Columbia and Maryland is not being sufficiently patronized. Simultaneously, Transit filed Application No. 606 to institute new Routes Y-1 and Y-7, express routes to provide A.M. and P.M. rush-hour service between Rockville and Potomac Park in the case of the Y-1, and between Rockville and Southwest Mall in the case of the Y-7. Transit asserted that the new routes would provide a substitute service to the portion of the discontinued X-4 which has been patronized, except the new service was said to be superior to that being discontinued. W. V. & M. at the same time indicated that it would provide new express service on its No. 6 Line to operate between Arlington Boulevard and Gallows Road into the Southwest Employment Center. W. V. & M. asserted that the new Route 6 service would accommodate approximately 89% of the present X-4 inbound passengers and approximately 95% of the outbound passengers. W. V. & M. further asserted that it expects the new Route 6 service will attract new passengers.

We consolidated all of these matters, and on March 9, 1970 held a public hearing.

At the hearing, Transit amended its application, respecting Routes Y-1 and Y-7, to provide that intra-Maryland service would be operated outbound in the morning and inbound in the evening. To the extent that such intra-Maryland service had not been contemplated in the original application, the Y-1 and Y-7 service was not comparable to the X-4. A further amendment at the hearing concerned the realignment of trip destinations: some which had initially been scheduled to go to Potomac Park were switched with those which had been scheduled to go to Southwest Mall.

Testimony was heard from representatives of Transit and W. V. & M.; from a Commission staff engineer; and from two members of the riding public, Miss Frances Lochman and Mr. George Fellers. The staff witness supported the application as amended. Miss Lochman, who had initially opposed the service changes because of the intra-Maryland reduction, supported the amended application, except that she urged that the buses continue to be routed through the Wheaton Plaza Shopping Center, a feature of the service which Transit proposed to eliminate, and she raised a question as to the adequacy of the timetable proposed. Mr. Fellers questioned the advisability of the proposed schedule and added his voice in urging continued routing through the shopping center parking lot.

We will authorize the discontinuance of the X-4 and the institution of the Y-1 and Y-7. The record shows that the through service between Maryland, the District of Columbia and Virginia, which the Silver Rocket was conceived to provide, has been poorly patronized. The service that Transit and W. V. & M. will provide in lieu of the portions of the Silver Rocket that have been well patronized is, in our opinion, an adequate substitute for the service being discontinued. We consider also that the amendment to the application relating to the intra-Maryland service is appropriate and it will be incorporated in our authorization.

In addition, we will require Transit to route its Y-1 and Y-7 buses through the Wheaton Plaza Shopping Center. We believe that the need to provide a convenient usage of the parking facilities to patrons of the express bus outweighs the small amount of additional time that will result on some trips due to the parking lot routing.

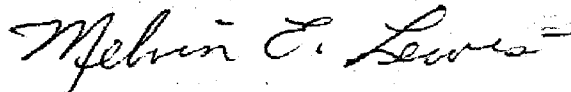
THEREFORE, IT IS ORDERED:

1. That joint Application No. 605 of D. C. Transit System, Inc., and W. V. & M. Coach Company, Inc., for authority to abandon Route X-4 be, and it is hereby, granted.

2. That Application No. 606, as amended, of D. C. Transit System, Inc., for route authorization for Routes Y-1 and Y-7 be, and it is hereby, granted; provided, however, that the service authorized shall be routed through the Wheaton Plaza Shopping Center parking lot, as shown in Route Authorization No. 1-70, attached hereto and made a part hereof.

3. That the authorizations herein shall be effective March 30, 1970.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization No. 1 - 70

IN THE MATTER OF:

March 30, 1970

Application of D. C. Transit)	Application No. 606
System, Inc. for Route)	
Authorization to Establish)	
Routes Y-1 and Y-7 Between)	
Washington, D. C. and)	
Rockville, Maryland)	

Upon consideration of the matters adduced and contained in said application, the Commission finds that the public interest requires the service described hereinafter.

Therefore, permission is hereby granted D. C. Transit System, Inc. to establish Routes Y-1 and Y-7 to operate in the following manner:

VEIRS MILL ROAD EXPRESS, ROUTES Y-1 AND Y-7

A. ROCKVILLE TO POTOMAC PARK, ROUTE Y-1

Southbound - From the terminal stand on the east side of North Washington Street opposite the Rockville Plaza Motel, "U" turn to the southbound roadway of North Washington Street, thence continue south on North Washington Street, east on East Jefferson Street, southeasterly on Veirs Mill Road, southwesterly on Reddie Drive entrance to Wheaton Plaza Shopping Center, southeasterly on roadway in front of Woodward and Lothrop, northeasterly on exit roadway, southeasterly on Veirs Mill Road, southerly on Georgia Avenue, New Hampshire Avenue, Sherman Avenue, Florida Avenue and 9th Street, west on Constitution Avenue, north on 23rd Street, east on C Street and south on 22nd Street to the terminal stand.

Northbound - From the terminal stand on the west side on 22nd Street, south of C Street, continue south on 22nd Street, east on Constitution Avenue, northerly on 9th Street, Florida Avenue, Sherman Avenue and New Hampshire Avenue, east on Princeton Place, northerly on Georgia Avenue, northwesterly on Veirs Mill Road, southwesterly on the south entrance roadway to Wheaton Plaza Shopping Center,

northwesterly on roadway in front of Woodward and Lothrop, northeasterly on the Reddie Drive exit roadway, northwesterly on Veirs Mill Road, west on East Jefferson Street and north on North Washington Street to the terminal stand.

B. ROCKVILLE TO SOUTHWEST MALL, ROUTE Y-7

Southbound - From the terminal stand on the east side of North Washington Street opposite the Rockville Plaza Motel, "U" turn to the southbound roadway of North Washington Street, thence continue south on North Washington Street, east on East Jefferson Street, southeasterly on Veirs Mill Road, southwesterly on Reddie Drive entrance to Wheaton Plaza Shopping Center, southeasterly on roadway in front of Woodward and Lothrop, northeasterly on exit roadway, southeasterly on Veirs Mill Road, southerly on Georgia Avenue, New Hampshire Avenue, Sherman Avenue, Florida Avenue and 9th Street, east on Constitution Avenue, south on 7th Street, N. W. and S. W., east on E Street, north on 6th Street, east on C Street and south on 3rd Street to the terminal stand.

Northbound - From the terminal stand on the west side of 3rd Street, south of D Street, continue south on 3rd Street, east on Virginia Avenue, north on 2nd Street, west on C Street, south on 6th Street, west on E Street, north on 7th Street, S. W. and N. W., west on Constitution Avenue, northerly on 9th Street, Florida Avenue, Sherman Avenue and New Hampshire Avenue, east on Princeton Place, northerly on Georgia Avenue, northwesterly on Veirs Mill Road, southwesterly on the south entrance roadway to Wheaton Plaza Shopping Center, northwesterly on roadway in front of Woodward and Lothrop, northeasterly on the Reddie Drive exit roadway, northwesterly on Veirs Mill Road, west on East Jefferson Street and north on North Washington Street to the terminal stand.

C. LIMITED STOP RESTRICTIONS

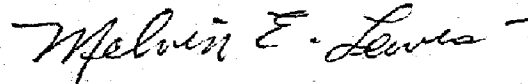
Southbound - A.M. Service: No local passengers carried within Maryland or the District of Columbia. Passengers will be permitted to board only in Maryland and alight only in the District of Columbia.

Southbound - P.M. Service: No local passengers carried within the District of Columbia. Passengers will be permitted to board or alight in Maryland and alight only in the District of Columbia.

Northbound - A.M. Service: No local passengers carried within the District of Columbia. Passengers will be permitted to board only within the District of Columbia and board or alight in Maryland.

Northbound - P.M. Service: No local passengers carried within the District of Columbia or Maryland. Passengers will be permitted to board only in the District of Columbia and alight only in Maryland.

FOR THE COMMISSION:



MELVIN E. LEWIS
Executive Director